

# BMW admits irregularities in exhaust gas software

These are words that BMW boss Harald Krüger will probably regret to have publicly stated: "We have not manipulated the vehicles, we have diesel, they are clean." This said the chairman of the Bavarian automaker last fall at the International Motor Show IAA, and he added in the chest tone of conviction even more: "There is no defeat device at the BMW Group."

Only last week, BMW reaffirmed its attitude once again. Since the Federal Motor Transport Authority (KBA) had relieved the Bavarian manufacturer in the reproach of the exhaust gas manipulation in a model of the 3 Series. BMW development chief Klaus Fröhlich was quoted as saying: "As a general rule: BMW Group vehicles are not tampered with - our diesel engines are clean, which can be used by the public and the public, and above all by our customers and employees."

But both the eloquent manager and his development chief seem to have been wrong. Because according to information of SPIEGEL, the Group has admitted to the Federal Motor Vehicle Office (KBA) to have installed a software in two models, which manipulates the exhaust system of diesel. Such a software is just in the luxury model, the BMW 7 Series, and also in diesels from the 5 Series. BMW explained on request that these are vehicles with a six-cylinder engine whose exhaust system "does not function optimally" by the software.

## Random find of the KBA

This affects 11,000 vehicles alone in the German market, which correspond to the Euronorm 6, but are no longer produced. BMW is currently examining whether this software is also on vehicles that have been exported abroad. The concern of the car maker is mainly the US market, where threatening fines. However, the software, so a BMW spokesman told the SPIEGEL, after already been approved by KBA "mistakenly" been. "We do not consider this software as a 'defeat device'," the company spokesperson continues.

The Bavarians have confirmed the use of the faulty software at a hearing on Thursday at the KBA in Flensburg. A 7-BMW should be noticed there in the context of the usual market surveillance, told the SPIEGEL. At the same time, the KBA randomly buys cars from dealers who are already registered and on the road. The suspicion aroused obviously the company itself, who had received news of the upcoming control message. "As a result, BMW was keen to carry out a service on the car before the test," reports a public official.

In the Federal Ministry of Transport reacts angrily to the now granted by BMW matter. So far, one has taken protective of the Bavarian group. At the end of last year, the German Environmental Aid (DUH) had alleged that significantly higher nitrogen oxide emissions had been measured with a diesel of the 3 Series, but the KBA rejected this suspicion after its own investigations.

Especially spicy: BMW has always complained about the role of Saubermann in the exhaust gas scandal. In fact, the manufacturer drove in comparison to the competition on many models a higher technical effort. BMW installed storage battery systems and so-called SCR catalytic converters (AdBlue) in parallel to purify the exhaust gases from the nitrogen oxide and often performed better in road tests than the vehicles of the competition.

The ministry now has to decide whether to order an official recall or if BMW sends out a voluntary recall. BMW states that the KBA has been warned about the irregularities in the software of the car.